

19981215.ba v02_n339.bam.981215

>From ???@??? Tue Dec 15 23:31:16 1998
Message-Id: <199812151939.NAA11141@sco.theporch.com>
Date: Tue, 15 Dec 1998 13:34:39 CST
Subject: BOATANCHORS digest 2339

BOATANCHORS Digest 2339

Topics covered in this issue include:

- 1) FS : Marconi Admiralty receiver
by "Ragnar Otterstad" <otterstad@inet.uni2.dk>
- 2) ADMINISTRIVIA: Fancy HTML in Posts
by listown@jackatak.theporch.com (Mail List Owner)
- 3) Re: 809 Circuits
by W0EOM@aol.com
- 4) Re: Dyna-monsters
by "Roberta J. Barmore" <rbarmore@indy.net>
- 5) Re: Dyna-monsters
by Richard Loken <richardlo@devax.admin.athabascau.ca>
- 6) Re: RF impedance bridge
by "Thomas A. Adams" <103360.2133@compuserve.com>
- 7) RE: more Ranger questions
by Ed Sieb <esieb@gmsiworld.com>
- 8) Teletype Manuals
by Tom Clarke <fclarke@erols.com>
- 9) Speaker Re-Coning?
by Steve Berg <z931086@corn.cso.niu.edu>
- 10) Tektronics Scope tubes
by Tom Clarke <fclarke@erols.com>
- 11) RCA Literature WTB
by Don <71333.144@compuserve.com>
- 12) Re: Dyna-monsters---clarification
by "Arden Allen" <gumbear@pacbell.net>
- 13) Re: Dyna-monsters
by Henry van Cleef <vancleef@netcom.com>
- 14) Re; Dynomonsters
by Jderm740@aol.com
- 15) URM-25D Manual Seeker
by AviDov@aol.com
- 16) Need Tempo One PS
by ARONGV@aol.com
- 17) Re: Speaker Re-Coning?
by midshires@cix.co.uk (Andrew Emmerson)
- 18) Dallas over the holidays
by "Don Buska" <d.buska@aaiate.com>
- 19) Christmas Spirit: Rigs For Postage!

by ARONGV@aol.com
20) FS Collins 51S-1
by "ROBERT F. KEMP" <rkemp@mr.net>
21) Grounding advice requested
by mblair@gruumsh.irv.ca.us
22) Filament Voltages
by JIM_ALLEN@HP-Cupertino-om5.om.hp.com

Message-ID: <027401be2780\$926a74e0\$a4d08e81@ro>
From: "Ragnar Otterstad" <otterstad@inet.uni2.dk>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "For Sale - Swap List" <forsale-swap@qth.net>,
"Florida Ham List" <flham@qth.net>,
"Boatanchors List" <boatanchors@listserv.tempe.gov>,
"BA Swap List" <baswaplist@foothill.net>
Subject: FS : Marconi Admiralty receiver
Date: Mon, 14 Dec 1998 17:39:29 +0100
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit
Content-Transfer-Encoding: 7bit

MoD version of CR100 or CR300 (not sure which) in excellent, original
condition. No manual. Asking 200 pounds + shipping.

73 rag oz8ro in Copenhagen

Message-Id: <199812141715.LAA16637@jackatak.theporch.com>
From: listown@jackatak.theporch.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ADMINISTRIVIA: Fancy HTML in Posts
Date: Mon, 14 Dec 98 11:15:01 CST

Gang-

Please accept this periodic posting as it is intended:
A suggestion that will help everyone on the list...

Many many of the members of the list read through text-based mailers on
systems of other than WIntel origins... this is particularly true for
those members who are "off-shore" where the technology is too expensive
to justify. Just keep in mind that NOT everyone reads the list postings
with the very latest windowed technology.

PLEASE avoid the use of HTML and "quoted printable" in your email. If

you don't know what this means, then PLEASE get help and set your mailer up so that you send your posts to the list in "PLAIN TEXT" only, with NO fancy HTML.... generally, avoid fancy fonts and colors, which will force your mailer to use the fancy stuff, and creates the problem.

The problem is that when the fancy stuff is included, those mailers send a plain text version AND a fancy version, and that means TWICE the size for your post (actually, because of how the HTML is encoded, it causes MORE than a doubling of message size. And, for those people who read mail with other than the fancy new readers that can ignore one part and only show the "pretty" version, they have to wade through an ocean of garbage and noise after reading your post... and that is inconsiderate to your fellow BoatAnchors members.

PLEASE use only plain text. Get help with setting your mailer to not send the fancy HTML and quoted printable.

PLEASE be considerate of the list resources and your fellow members.

Thanks for your attention

--

73

Jack, W4KH/Mobile - - - BoatAnchor Mailing List Owner - - -
listown@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"
"Il n'y a que les idiots qui ne changent jamais d'idee"
Mon Dec 14 11:15:00 CST 1998

From: W0EOM@aol.com
Message-ID: <73b512bd.36754756@aol.com>
Date: Mon, 14 Dec 1998 12:13:58 EST
To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Mime-Version: 1.0
Subject: Re: 809 Circuits
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Don - the 1945 RCA GUIDE for Transmitting Tubes includes a 2 page circuit and layout for a 6L6/809 Economy xmtr. 70 watts CW for 80 and 40 meters.crystal control.

73, Will Santa Clara, CA

Date: Mon, 14 Dec 1998 13:10:41 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: Old Tube Radios <boatanchors@theporch.com>

cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Dyna-monsters
Message-ID: <Pine.SUN.3.96.981214125711.1807A-100000@indy2>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi, Gang!

Mike talks about using an air hose to remove grit from the commutator of a dynamotor. Mike's got a lot of serious experience with things mechanical, and knows what he's doing; but there's an important caveat for those of us with less familiarity: take **great** pains to **not** blow that grit into the bearings!

In the hands of a skilled worker, compressed air is a marvelously useful tool. If I had a dime for every electric motor or other precision device I have encountered that a tyro ruined by blowing crud into places where it'd do the most harm, I'd be rich. (The Incredible Thumping Turntables at a little AMer where I worked spring to mind--the Chief there was a **sharp** electronics guy but a menace with an air hose).

You've got to be careful with the stuff, that's all. It's second nature to an experienced machinist but for me (at least), it means always taking time to think the project through. :)

From what I have seen and heard, the bearings usually fail before the commutator wear gets bad enough to warrant work; and the brushes (which are **supposed** to) wear out first of all. Amount of use and years in storage affect this considerably--when the thing is just sittin' in a normal environment, the contacts don't get too bad but the grease turns into Jell-o.

73,
--Bobbi

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore
FISTS #3388 * G-QRP #10001 * ARRL * RSGB * WIA
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

Date: Mon, 14 Dec 1998 11:15:00 -0700 (MST)
From: Richard Loken <richardlo@devax.admin.athabascau.ca>
Subject: Re: Dyna-monsters
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Message-id:
<Pine.PMDF.3.95.981214111354.541065823B-100000@devax.admin.athabascau.ca>
MIME-version: 1.0
Content-type: TEXT/PLAIN; charset=US-ASCII

On Mon, 14 Dec 1998, Roberta J. Barmore wrote:

> are *supposed* to) wear out first of all. Amount of use and years in
> storage affect this considerably--when the thing is just sittin' in a
> normal environment, the contacts don't get too bad but the grease turns
> into Jell-o.

^^^^^^

peanut butter has been more my experiance.

Richard Loken VE6BSV, Systems Programmer - VMS
Athabasca University
Athabasca, Alberta Canada
** richardlo@admin.athabascau.ca **

Date: Mon, 14 Dec 1998 13:38:32 -0500
From: "Thomas A. Adams" <103360.2133@compuserve.com>
Subject: Re. RF impedance bridge
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199812141339_MC2-6390-E89F@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: 7bit
Content-Type: text/plain; charset=us-ascii
Content-Disposition: inline

Howdy.

If your looking for the cheapest way to go with good accuracy, you still can't beat the old General Radio GR-916A RF bridge combined with a decent signal generator, and a communications receiver as a null indicator. It's good from about 450 KHz to maybe 90 MHz. Grab your pocket calculator too, because the results are in RX format.

These things don't turn up too often at hamfests because a lot of broadcast engineers still swear by them (not bad for a 1940s design), tho I understand that in the '60s they were coming thru the MARS program.

When they DO show up at hamfests, they're usually cheap because, unfortunately, most hams I've encountered don't know what they're supposed to do, let alone how to use 'em. That big, black, wooden case was the best fifty bucks I've ever spent.

73's,

Tom, W9LBB

Message-ID: <01BE2769.EE3BD320@esieb.gmsiworld.com>
From: Ed Sieb <esieb@gmsiworld.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: more Ranger questions
Date: Mon, 14 Dec 1998 13:59:03 -0500
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

An excellent article on Viking Rangers and modifications/upgrades/tweaks, etc. can be found at:
<http://www.thebizlink.com/am/tech/htm/rangtron.htm>

I think you'll find it interesting.

Ed
VA3ES

Message-Id: <3.0.5.32.19981214173801.0079f100@pop.erols.com>
Date: Mon, 14 Dec 1998 17:38:01 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Tom Clarke <fclarke@erols.com>
Subject: Teletype Manuals
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

The following Teletype Manuals are available for postage:

Teletype Bulletin 1161B
(This is a parts bulleting/listing for the Model 28 Transmitter and TD)

Teletype Bulletin 184
(This is Description and adjustment info for the Portable Sig Dist Test Set ED5DT/DS)

Teletype Bulletin 216B
(This is description and operation of Model 28 KSR and R0)

Teletype Tech Manual (Navships 0967-173-7010 Vol 1
Teletype Tech Manual (Navships 0967-173-7020 Vol 2
(For Model 28 KSR and R0 Teletype sets)

Teletype Tech Manual (Navships 0967-173-6030 Vol 3 of 3)
(For Model 28 ASR Bulletin 312B)

Teletype Tech Manual (Navships 0967-173-6040 Vol 4 of 5)
(For Model 28 ASR Bulletin 312B/RF) RFI version of Model 28

Teletype Tech Manual (Navships 0967-173-6050 Vol 5 of 5)
(For Model 28 ASR)

Teletype Tech Manual (Navships 0967-428-5030 Vol 3 of 4)
(For Model 37 With RFI suppression)

Teletype Manual for Model 37
(Equipment manual with diagram and parts lists)

These manuals are 1 to 3 inches thick with foldout diagrams etc.

73 de Tom/W40KW

Message-Id: <36759362.AEEB3@corn.cso.niu.edu>
Date: Mon, 14 Dec 1998 16:38:26 -0600
From: Steve Berg <z931086@corn.cso.niu.edu>
Mime-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Speaker Re-Coning?
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I know that these speakers are not vacuum tubes, but they weigh enough to be boatanchors. Anyway, after clearing this post with the Highest Authority, I would like to see if anyone on the list knows where I can get a pair of Ohm F loudspeakers repaired. These are the ones with the Walsh drivers. I called the manufacturer, and found out that they can upgrade them for about \$1400 a pair. That is a bit out of my price range at the moment, so if possible, I would like to get them fixed elsewhere, more affordably. I bought these when the local stereo shop closed up. They were sitting there in the warehouse. Any ideas?

Steve WA9JML

Message-Id: <3.0.5.32.19981214174104.007a2100@pop.erols.com>
Date: Mon, 14 Dec 1998 17:41:04 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Tom Clarke <fclarke@erols.com>
Subject: Tektronics Scope tubes
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Fix up those old Tek scopes or get a spare CRT for your junkbox.

1. 5CBP2 CRT For Tek 514a/515A
2. T-5030-2 CRT For ???

Yours for postage. Cleaning out the closet (again!).

73 de Tom/W40KW

Date: Mon, 14 Dec 1998 17:48:34 -0500
From: Don <71333.144@compuserve.com>
Subject: RCA Literature WTB
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199812141751_MC2-639C-31DC@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: 7bit
Content-Type: text/plain; charset=us-ascii
Content-Disposition: inline

I'd like to find some old, odd RCA-related literature. Photocopies would be fine though I guess originals are preferred. Here is what I'm after:

RCA Dots and Dashes: Prior to publishing RCA Ham Tips, RCA published this ham-oriented hints-n-kinks-style newsletter in 1935 and 1936. Anyone have any of these to copy or sell?

George H. Brown, Recollections of a Research Engineer, Angus Cupar Publishers, 1983 or 84. This is a privately-published book by an RCA engineer who worked on some neat stuff.

Any help would be appreciated.
73, Don

Message-Id: <199812150425.UAA08200@mail-gw3.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Dyna-monsters---clarification
Date: Mon, 14 Dec 1998 20:26:10 -0800
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

Hi Dyna-Monster slayers;

In my comments on dynamotors I made a couple of statements that, based on recent comments, need a little elaboration. I recommended lithium grease

for dynamotor bearings. I should have said lithium *wheel bearing* grease. It works well, remains stable under temperature, dries very slowly, is compatible with electrical equipment, and is cheap and available at your local auto parts store. DON'T use Moly-Lube.

Commutator stones (or sticks) are dielectric and can be used to condition a running commutator and brushes without ill effects. I said to apply just enough to brighten the copper. I should have added that to use excessive stone generates excess dust which, as has been stated, can lead to problems with bearings IF dust migrates into the bearings. I would further recommend following Bobbi's advice to use compressed air *correctly* to clear out residual dust. When doing ARC-27 dyno's many moons ago I always finished with a good blowing out with an air nozzle.

I don't know what commutator stones are made of but my guess is it's an abrasive that disintegrates rapidly into a fine dust where it has virtually no "cut" left. Comments welcome.

I'd like to add that sanding the commutator is just as much of a problem with errant grit. I would only do it to a free armature where I can do a proper clean-up.

Just more grit for the Mils.....

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

From: Henry van Cleef <vancleef@netcom.com>
Message-Id: <199812150510.VAA02079@netcom5.netcom.com>
Subject: Re: Dyna-monsters
To: Old Tube Radios <boatanchors@theporch.com>
Date: Mon, 14 Dec 1998 22:10:32 -0700 (MST)
Cc: boatanchors@theporch.com
MIME-Version: 1.0
Content-Type: text/plain; charset=US-ASCII
Content-Transfer-Encoding: 7bit

Dynamotors can be treated like any other small electric motor. Any good electric motor shop can help you out with things like brushes, and (for a price), shorted armatures and bad field coils can be rewound.

On bearing care, ball bearings are fragile beasts and need the best of attention. If you have an open bearing (i.e., you can see the balls), and it has petrified grease in it, take it out and soak it for 24 hours in a solvent---gasoline works well, although I use lacquer thinner. Turn it gently to get the old grease out, then let it air dry for an hour or two. Immediately afterward, put a drop or two of

motor oil on the races, to prevent corrosion and chafing between the balls and races. The bearing should turn smoothly, without a hint of clicks or roughness. If not, replace it.

These bearings are industry standard parts, and any bearing house should be able to supply you replacements. Also, a lot of the bearings used in the 40's and 50's for this type of application were open bearings, for which replacement shield bearings (prelubed, and with covers over the balls) can be substituted. A bearing supply house has the information necessary. New Departure, Hoover, Fafnir, SKF, etc. all make the same standard bearings for these application with similar, but not identical, part numbers.

If relubing a used bearing, use the right lubricant, not an automotive grease or a white grease. Delco-Remy used to sell tubes of grease for this purpose (United Motors Service is source of supply), Mobil made a ball-and-roller bearing grease, and Lubriplate makes greases (NOT the white stuff used on automobile brakes) for the purpose. Don't pack the bearing full of grease. Enough to grease the balls and races is enough for the bearing.

The best thing to do with an ancient commutator is to take a light trueing cut on a lathe. An out-of-round armature can ruin you whole day. On reassembly, make absolutely sure that all internal leads in the unit are dressed well clear of any moving parts. One good test is to reassemble the unit without installing the brushes, and spin the armature. There should be no sounds of anything touching anything. Then install the brushes.

I, personally, am not particularly hep on using any abrasives such as a seating stone, after reassembly. New brushes should be curved close to the proper radius, and a few minutes running with no load should give good seating. Yes, I know that some of the pro's insist on using a stone, but I'd much rather err on the side of cleanliness.

For a really good cleanup, take the unit apart and clean all the components. I've been astounded at airplane flap and landing gear motors, such as the ones used by Beech on Bonanzas and Barons, that produced dust from several sets of brushes, wanted new bearings, and a light armature turn to work properly again.

--

=====
Hank van Cleef
=====

From: Jderm740@aol.com
Message-ID: <f83d3f95.3675f482@aol.com>

Date: Tue, 15 Dec 1998 00:32:50 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re; Dynomonsters
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Yesterday stunk. Everything I sent bombed back at me.
SO! Second message same as the first. A little bit longer and a little bit worse.

The care and feeding of DC armatures.
Number one. If you have any doubts about the bearings, get new ones. Any good industrial bearing supply co. should be able to cross over the nomenclature on yours to something standard. (About a year ago I suggested this to a fellow listee and he discovered he could use the same bearings from a Hoover Vacuum cleaner. Very reasonable price. A couple of bucks.) The reason I say new is because the bearings should have shields which are difficult to remove for cleaning and worse to reinstall.
The shields are to keep the grease in and the carbon dust out. Very abrasive.
Number two. If you can find a motor or generator shop, take the armature to them and have them turn the comutators, undercut the mica and then polish the comutators to a high gloss.
When you put it back together it should whirr like a dervish. And be reasonably quite.

Good luck
Jack Jderm740@aol.com

From: AviDov@aol.com
Message-ID: <de22de43.36760b34@aol.com>
Date: Tue, 15 Dec 1998 02:09:40 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: URM-25D Manual Seeker
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Whoever was looking for the Navships or any other TM please contact me to clarify their requirement. We need to know Mfg name of the sig gen they have in mind.
73

From: ARONGV@aol.com
Message-ID: <35ea0560.36761864@aol.com>
Date: Tue, 15 Dec 1998 03:05:56 EST

To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Need Tempo One PS
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Looking for a Tempo One PS. Can anyone help?

Ron

W00IZ
arongv@aol.com

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Tue, 15 Dec 1998 11:20 +0000 (GMT Standard Time)
From: midshires@cix.co.uk (Andrew Emmerson)
Subject: Re: Speaker Re-Coning?
To: Old Tube Radios <boatanchors@theporch.com>
CC: midshires@cix.co.uk
Message-Id: <memo.19981215112025.340430@midshires.compulink.co.uk>

JACKSON SPEAKER SERVICE Antique Loudspeaker Repairs (Ron McGee), 217
Crestbrook Drive, Jackson, Mich 49203, USA (00 1 517-789 6400). 30 years
experience, speaker parts and repair for virtually any item.

SCAVENGER SOUND INC., Baltimore, USA (00 1 301-636 1951). Reconing
loudspeakers.

SOUND REMEDY Loudspeaker Repair Service (Richard Stamer), 331 Virginia
Avenue, Collingswood, NJ 08108, USA (00 1 609-869 0238).

SPEAKERWORLD, 2000 Warm Springs Court #6, Fremont, CA 94539, USA (00 1
510-490 5842, fax 00 1 510-490 1961). Expert speaker re-foaming and
re-coning, Visa/MC.

Regards,
Andy.

Andrew Emmerson/Midshires Mediatech/405 Alive
tel: 07000-405625, international +44 1604-844130
fax: 01604-821647, international +44 1604-821647

From: "Don Buska" <d.buska@aaiate.com>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Tue, 15 Dec 1998 07:07:25 -0600
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit
Subject: Dallas over the holidays
Message-Id: <13114503926646@il1.aaiate.com>

I will be visiting the in-laws in the Dallas area (Sherman) over the holidays and I'm interested in possibly taking in any BA related activities and/or possibly meeting some of those from the BA list.

I will have my laptop with me on the trip so I won't be missing any of the list activity.

73

Don N900

```
*****
**                                     **
** Don Buska N900 (EN62bo)           Mgr - Parts & Repair Ctr **
** 4805 64th Ave. Kenosha, WI 53144  Advantest America Inc.  **
** (414)654-0072                     (847)821-3393           **
** d.buska@aaiate.com                fax (847)634-2872       **
**                                     **
**           ----- Wants ----- **
** RCA      | James Millen Equipment          | CSVHFS **
** AWA      | Transmitters by Thordarson, Stancor, | NTMS  **
** AMI      | UTC and other transformer companies. | ARRL-LM **
** CCA      | Receiver: National NC-101XA w/speaker |      **
** QCWA     | Magazines: 73 Mag's from 1960/61    |      **
**                                     **
**                                     http://www.qsl.net/n900 **
** Home of the Electric Radio Magazine Index & James Millen Page **
*****
```

From: ARONGV@aol.com
Message-ID: <b760f02c.36769109@aol.com>
Date: Tue, 15 Dec 1998 11:40:41 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Christmas Spirit: Rigs For Postage!
Content-type: text/plain; charset=US-ASCII

Content-transfer-encoding: 7bit

Hi Gang:

It's that time of year to make things happen on the 1998 Christmas Spirit Event: Rigs For Postage! This event is offered only to Boatanchors@theporch.com list members. The idea is to celebrate the season by dragging out those project rigs that will never see the light of day, and to give deserving rigs a second chance at life.

It got to be too big for me to supply all the rigs and handle the whole country, so here's what I'm doing this year. And I'm making a suggestion for others on the list who want to organize their own Call Sign District Christmas Spirit giveaway.

Thursday, December 17, I will be announcing the project rigs to be offered for postage only in the Zero Call area. No gimmick! No trick questions! No Junk! The only price to participate is to sincerely want the project rig offered and be willing to pay the postage (nope, no handling charges cuz I work cheap).

1. To keep from eating up bandwidth, for those in the Zero District, please respond only to arongv@aol.com, not to this list.
2. If someone else in the Zero District wants to join with me, all communications will be off-list. If you want in, contact me now.
3. One short, general announcement of the starting time for entries and what's available in Zero Land will be made on this list.
4. Project winners will NOT be announced on this list.
5. Assume that if you don't get a response from me that it isn't bad manners but just that the volume was high.

That being said, Merry Christmas to all Boatanchor enthusiasts. May your days be sunny and bright, and may all your filaments still light!

73s Ron W00IZ
arongv@aol.com

Message-ID: <3676B5CE.2B64@mr.net>
Date: Tue, 15 Dec 1998 11:17:34 -0800
From: "ROBERT F. KEMP" <rkemp@mr.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FS Collins 51S-1
Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

I have a nice round emblem 51S-1 for sale with dial brake, original cabinet and weighted knob. E.mail me back or phone at 651-345-5345 days.

(P.S. it works too!)

Bob.

From: mblair@gruumsh.irv.ca.us

Message-Id: <199812151802.KAA08668@gruumsh.irv.ca.us>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Grounding advice requested

Date: Tue, 15 Dec 1998 10:02:33 -0800

Hi, gang. I'm planning to (finally) do some work on my radio room over the Christmas holidays. It's not practical for me to ground things the "right" way (I read the PolyPhaser book), so I'm looking for some advice on what I hope is a "good enough" way from the more experienced members of the BA gang.

My future radio room is near the front of my house. Its one external wall is right at the front of the house and is visible from the street. Since I live in no-antenna land, I need to stick any antennas in my back yard, and then smile at my neighbors a lot (I think I can get away with an HF vertical, like the ones from Gap). Two of the room's other walls are shared with my garage, and one is shared with my living room. It's on the ground floor of a two-story house, so going through the attic will not be practical.

My plan is to run some 1.25" steel conduit from an outlet box inside the room to a good entry point for the house as long as I have the drywall off, so that I can pull antenna cables into the room any time I want to. The shortest route for me to get to an outside wall and start heading for the back yard would be for me to run conduit up inside a wall shared with the garage (about 7'), then across the garage ceiling (about 11'), and then back down the inside surface of an exterior garage wall (about 7'), for a total run of about 25'. That would get me to a conveniently-located vent screen which leads to a side yard behind a gate. I could put a copper grounding plate on the inside of the wall next to the vent, mount lightning protection there, drive a ground rod outside the vent, and run antenna cables out through a hole in the vent. It would take another 50' or so of cable to get from there to a good antenna-mounting place.

By the way, I live in Orange County, CA. We don't get too many thunderstorms here, and there are many tall trees near my house, so I

don't think I need really heavy-duty lightning protection. I don't mind melting the antenna as long as the house survives, and I plan to unplug the cables from the radios to the entry point if it gets stormy.

Now I'm finally getting to the part that bothers me: It seems to me that I would want to use the copper plate at the building entry point as my common ground point, but that means I would have about 25' of copper strap from there to the radio room, plus more copper inside the room to run to the various operating points. I was thinking of running, say, 3" copper strap from the entry point to the radio room, and then running 3/4" copper pipe partway around the perimeter of the room near the floor, and bonding various operating points to that pipe. I would put my big boomer (currently a GRC-19 that puts out about 215 watts) near the point where the strap is bonded to the pipe.

So, here are my questions:

- 1) Would what I describe probably yield adequate RF safety inside the radio room?
- 2) If not, how might I modify it? (driving a ground rod closer to the room is not practical)
- 3) Would I also need to drive a rod at the antenna and bond it to the rod at the entry point?

Any advice would be appreciated!

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From: JIM_ALLEN@HP-Cupertino-om5.om.hp.com
Date: Tue, 15 Dec 1998 11:34:03 -0800
Message-Id: <H000030e0c310e0d@MHS>
Subject: Filament Voltages
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Content-Type: text/plain; charset=US-ASCII; name="cc:Mail"
Content-Disposition: inline; filename="cc:Mail"
Content-Transfer-Encoding: 7bit

I have a Raytrack 10-80 Amp. (two 3-500Zs/L4-B Copy). The voltage to the filaments runs about 5.6V at idle. This is a little high, I guess

it should be more like 5.1 - 5.2. I'm assuming the voltage will drop under load. The concern is decreased tube life.

I think that the amp. was designed to run on 115V (my house is 122V). I've had several suggestions on dropping the voltage.

1. Feed the amp. through a variac at 115V.
2. Add some wire to each leg of the secondary of on the filament transformer (to add a very small amount of resistance).
3. Put a resistor in one of the primary legs of the filament transformer.

I guess they could all work. Anyone have ideas on the best approach? The other thought is to just leave it alone and use it.

Regards,

Jim

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